



Airline Terminal Project is completed, c. 2012.

Historical Milestones: From the early 2000's to the present

2003 Aviation Facilities Plan (AFP) receives the Central Coast American Planning Association's 2003 Planning Implementation Award. The AFP was developed primarily to address the airfield safety projects and Airline Terminal Improvements.

2006 Construction begins on the Airfield Safety Projects to shift the Airport's Main Runway and Tecolotito Creek to create a 1,000-foot Runway Safety Area. More than 43 acres of Goleta Slough habitat were restored as environmental mitigation.



VMF 214 Black Sheep Squadron with local veterans at the Memorial Dedication Ceremony in 2009.

2009 World War II Monument is dedicated as a tribute to the local aviators serving their country during the war, and to squadrons who served at SBA.

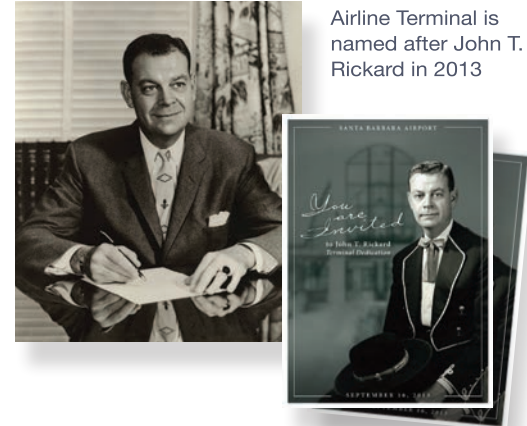
2011 In August, the 72,000 square-foot terminal opens for business.

2013 The completion of the historic Earle Ovington Terminal marks the conclusion of the City's \$55 million Airline Terminal Project. The new and historic terminals achieved a LEED Gold certification by the U.S. Green Building Council.

Airfield Safety Project and the Goleta Slough area.



2013 John T. Rickard Airline Terminal Dedication: honoring Rickard, a leader whose foresight helped define Santa Barbara.



Airline Terminal is named after John T. Rickard in 2013



Gateway to one of the most beautiful regions of the world, the Santa Barbara Municipal Airport is a landmark of aviation and architectural history.

The Wright brothers' first controlled, sustained flight in 1903, ignited a passion for aviation that took hold with Captain Ivy Baldwin's air exhibition over the skies of Hope Ranch. Famed aviator Lincoln Beachey dazzled citizens with his 1914 flight across Goleta Valley. In 1928, Gordon Sackett and Royce Stetson gave flying lessons in a cow pasture at the corner of Hollister and Fairview Avenues. That first airstrip marked the beginning of what was to become the Santa Barbara Municipal Airport.

When General Western Aero Corporation began manufacturing its two-seat P2 Meteor airplane, Santa Barbara Airways owner Frederick Stearns II had already built paved runways and installed the first radio equipment on the airfield.

The growing airfield first saw commercial service with Pacific Seaboard Airlines in 1932, followed by United Airlines in 1936.

With the excitement of air travel spreading like wildfire throughout the country, civic leaders knew that Santa Barbara needed a commercial airport or the City would be at a disadvantage. After years of searching for the best location, the Goleta airfield was selected and, in 1941, the citizens of Santa Barbara passed a \$149,000 bond

issue to buy approximately 580 acres. The federal government offered grants for the building of airports and T.M. Storke secured Santa Barbara's enrollment in the program.

Shortly thereafter, the Japanese attacked Pearl Harbor and the United States entered the War. The government had a great interest in protecting the West Coast and began identifying air base locations. Santa Barbara's new airport was on the list. In 1942, the Navy leased the airport property and bought the surrounding land for a Marine Corps Air Station, then began building base facilities at a furious rate. The same year, United Airlines approached the City about building a new terminal to accommodate growing passenger traffic. With lease in hand, United contracted with architects William Edwards and Joseph Plunkett to design a 5,620 square-foot Spanish Colonial Revival style terminal. In 1969, the terminal was dedicated to Earle L. Ovington, renowned aviator and America's first air mail pilot.

In 2008, the City embarked on a three-year project to build a 72,000 square-foot terminal to serve present and future air travel needs, and to refurbish the Earle Ovington Terminal. In 2013, the new terminal was named for John T. Rickard, a former Mayor whose foresight helped define Santa Barbara.

Today, the two terminals work side by side. One provides a reminder of the romance of aviation's early days, and the other provides for modern travelers' needs: together becoming our community's gateway to the world.



SANTA BARBARA AIRPORT

Historic Views from the Sky



1990



2010



2013

Air Traffic Control Towers over the Decades



1920's-1930's



1940's-1950's



1960's-1998



Present



AIRPORT INFORMATION

Airport Administration
601 Norman Firestone Road | Santa Barbara, CA 93117
P: 805.967.7111 | F: 805.964.1380

Airline Terminal
500 James Fowler Road | Santa Barbara, CA 93117

FlySBA.com



Cover description: Airplane races on the unpaved main airport strip circa 1933. Cover photo by DeMarino, courtesy of Santa Barbara County photo archives. Contributing photographers: Lawrence Anderson, Andrew Bermond, Lynn Houston and the Santa Barbara Historical Museum. Printed 2013.





Aerial of Airport's original dirt runway. Old Town Goleta to the left, c. 1929.



United Boeing 247 ten-passenger aircraft at tower/terminal building located between General Western Aerial hangars (shown on cover).



VMF 112 Marine Corps Wolfpack Squadron at Santa Barbara Airport during WWII, c. 1942.



Aerial of Santa Barbara Airport and surrounding area, c. 1954. A.) Santa Barbara Airport B.) University of California, Santa Barbara C.) Isla Vista



Drag races at the Airport, c. 1949.



Guppy aircraft were designed and built at SBA during the 1960's.



Airline Terminal is named after Earle Lewis Ovington in 1969.

Historical Milestones: Beginning in the early 1900's throughout the 1930's

Historical Milestones: From the early 1930's to the early 1940's

Historical Milestones: From the mid-1940's to the mid-1960's

Historical Milestones: From the late 1960's to the late 1990's

1916 Loughhead Aircraft Manufacturing Company (later changed to Lockheed) establishes a seaplane factory on lower State Street and hires Santa Barbara High School student, Jack Northrop.

1919 Curtis JN-4's (Jennies) are based at the Airport as fire spotters for the Los Padres National Forest Service.

1928 Gordon Sackett and Royce Stetson lease a cow pasture near Hollister and Fairview Avenues (beginning of future Santa Barbara Airport) and give flying lessons.

1929 The Airport's first runway is 3,000 feet of dirt. Today, the Airport's main runway is 6,052 feet.

1930 Frederick Stearns II establishes *Santa Barbara Airways*. He builds the first paved runways and installs the first radio equipment at the Airport.

1931 *General Western Aircraft Corporation* manufactures the "Meteor," an open cockpit monoplane in two hangars at the Airport. The sport airplane was the first to have metal propellers (shown on cover photo).

1932 *Century Pacific Airlines* begins the first commercial airline passenger service at SBA. A round-trip ticket to Los Angeles costs \$9.81.

1936 First major national airline (35% of all U.S. air passenger travel) service, *United Airlines* inaugurates daily passenger flights from the Airport using ten-passenger Boeing 247 aircraft.

1937 Amelia Earhart and her Lockheed Vega visit SBA. She breaks several women's speed records in the modified Vega, and is the first woman to fly the Atlantic solo, also accomplished in her Vega.

1941 Citizens of Santa Barbara pass a \$149,000 bond issue to develop a commercial airport at Goleta, and to construct airfield improvements. The City of Santa Barbara purchases 580 acres and invests \$1 million under an agreement with the Civil Aeronautics Administration.

1942 The *U.S. Navy* leases the Airport for a Marine Corps Air Station and spends \$11.5 million on airfield and building construction.

1942 *United Airlines* builds a 5,620 square-foot Airline Terminal and enters into a 25-year lease with the City.

1945 Santa Barbara Airport is one of the top 10 airports on the West Coast with five 4,500-foot runways and three fixed-based operators.

1948 The streets at the Airport are dedicated and named in honor of local aviators who lost their lives in World War II. U.S. Government deeds Airport property to the City of Santa Barbara.

1951 10,000 people attend the first Tri-County Air Show & National Air Races held by the Civil Air Patrol.

1961 The City of Santa Barbara annexes its Airport property by extending a 37,000-foot by 300-foot ocean strip from the Santa Barbara Harbor to the south end of the airfield.

1965 The first lunar roving vehicle is tested on an obstacle course in the Airport airfield.

1966 Pacific Airlines lands the first Boeing 727, 90-passenger jet at the Airport.

1967 Jack M. Conroy of *Aero Space Lines* brings Guppy airplane design to the Airport, and Guppy operations begin.

1969 The Airline Terminal is named after local resident Earle L. Ovington who flew the first U.S. airmail flight on Sept. 23, 1911. As a young man, he worked as an engineering assistant to Thomas A. Edison in New Jersey. Throughout his life, Ovington was a renowned aviation advocate, entrepreneur and inventor.

1972 Airport serves close to a quarter million arriving and departing passengers.

1976 Airline Terminal is expanded to its current 20,000 square feet with the addition of the south lobby building.

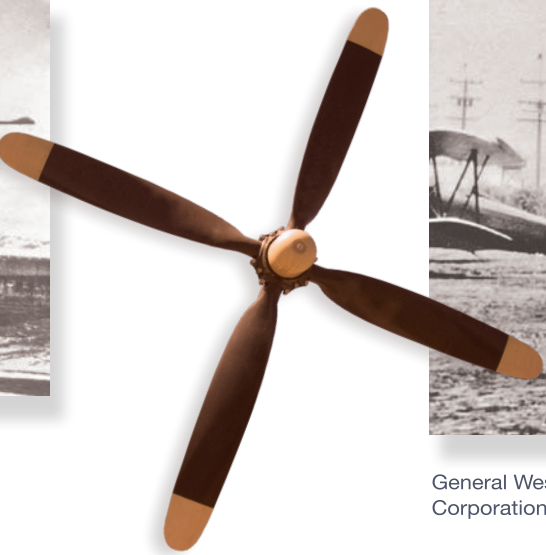
1978 The main runway 7/25, is extended from 4,500 feet to its current length of 6,052 feet.

1989 First Airport Day takes place at Hangar 4 off Robert Marxmiller Road as a public open house with aviation exhibits and vintage aircraft displays.

1998 New FAA air traffic control tower is built.



Loughhead Aircraft Manufacturing Company seaplane at the wharf for passengers and flight lessons, c. 1919.



General Western Aero Corporation's Meteor, c. 1931.



Amelia Earhart visits the Santa Barbara Airport, c. 1937.



Passenger at Santa Barbara Airport Terminal, c. 1947.



Airport streets named after local aviators who lost their lives in WWII.



Pacific Airlines brings in first jet aircraft to Santa Barbara, c. 1966.



President Reagan and Queen Elizabeth visit Santa Barbara Airport on March 1st, 1983.